



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

SUBJECT: CAPITAL PROGRAM SECTOR SUPPORT

ACTION: APPROVE AWARD OF DESIGN-BUILD CONTRACTS FOR FACILITIES-OPERATIONS CAPITAL PROJECTS

RECOMMENDATION

A. Find that awarding design/build contracts will achieve for the MTA certain private sector efficiencies in the integration of the design, project work and components related to the real property renovation, repair and construction work at MTA facilities in Los Angeles County as defined by the projects listed on Attachment A, pursuant to the Public Utilities Code Section 130242 (a).

Approval requires 2/3 vote; and

B. Authorize the Chief Executive Officer to solicit and award design-build contracts for renovation, repair and construction at MTA facilities, pursuant to Public Utilities Code Section 130051.9(c).

DISCUSSION

Capital improvements to Bus Facilities, including renovation, repair and construction projects to be performed by third parties have commonly been offered for bid/build after staff has performed the design. However, in the last two years, MTA has experienced success with design/build construction contracts in the Capital Program. Staff is seeking opportunities to expand the use of this delivery system for current and future Capital Program projects. The design/build approach offers a number of benefits:

- A single point of responsibility for both design and construction is preferred.
- Staff project development resources are limited so more budgeted projects can be accomplished by adding design/build capacity.
- MTA risk for design is shifted to the design/build contractor; therefore, changes related to design are minimized.
- MTA will achieve schedule efficiency and significant time savings because construction can proceed while design is being finalized.
- MTA will save administrative costs due to combining the solicitation process with design and construction; save construction management

and engineering resources during the construction phase; and minimize contractor-generated changes resulting in a reduced contract closeout time.

Attachment A includes the Capital Program projects totaling approximately \$13,570,000 approved by the Board in the Fiscal Year 2003 and 2004 budgets for facilities improvements that could benefit from the design/build approach. These projects were selected for this approach because they require standard projects or minimal design effort and are more conducive to being implemented by design/build contractors with general engineering and contracting capacity.

The successful firm(s) will be selected in a two-step process. In response to an Invitation for Bid (IFB), at step one, Design-Build firms will submit a Technical Bid. Oral elements will be utilized where possible and MTA at its sole discretion with Bidders for clarification purposes. Technical acceptability will be assessed by MTA based on Evaluation Criteria provided in the IFBs.

At step two, Bidders found to be technically acceptable will submit Price Bids, which will be opened in Public. Price Bids will be evaluated by MTA as to whether they are responsible and meet the requirements of the IFB. The Contract award, if made will be to the lowest priced responsive and responsible Bidder, whose Technical Proposal is determined by the MTA to be technically acceptable.

FINANCIAL IMPACT

There is no financial impact resulting from this action. Funds for selected projects are included in the FY04 budget. Since these are multi-year contracts, the cost center managers and the Deputy Chief Executive Officer will be accountable for budgeting the cost in the future years.

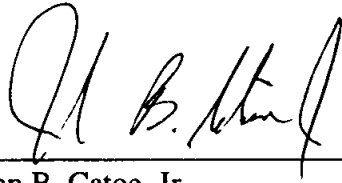
ALTERNATIVES CONSIDERED

This work could be accomplished through separate design and construction contracts or through design prepared by Agency Staff and bid for construction. Staff does not recommend this approach. Staff believes that there are advantages to the MTA to have a single contractor responsible for all design and construction primarily in the avoidance of certain project management, staff, administration and coordination costs, significant cost reduction in contracting and reductions in the overall project schedule.

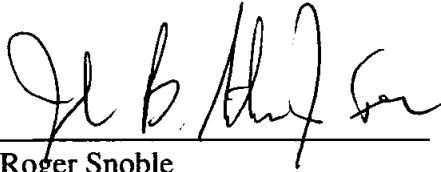
ATTACHMENTS

A. Bus Facilities Projects: Delivery Under Design/Build Contracts

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Deputy Chief Executive Officer



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Chief Executive Officer

PROJECT NAME	PROJECT DESCRIPTION
In-Ground Bus Hoist Replacement Project	Testing, repair, refurbishment, and/or replacement of malfunctioning or non-operational hoists at bus divisions.
Facility Modifications for Articulated Buses	Facility modifications to division maintenance buildings and yards will be required to accommodate 60' articulated buses. Modifications primarily include extension of inspection pits, installation of three post axle-engaging hoists where none currently exist, modification or relocation of bus maintenance equipment, conversion to drive-through maintenance bays, and re-striping of bus yards.
Division 8 and Division 15 Solar Generation project	Installation of rooftop solar photovoltaic generating sources at Division 8 and 15. During the day, when solar energy is available, the power produced will generate approximately 50-75% of the Division's required electrical energy. This project is eligible for incentives and rebates that may cover up to 75% of the project cost.
Paint Booth Retrofit and Construction Project	Installation and/or refurbishment of bus division paint booth equipment to ensure compliance with South Coast Air quality Management District emissions guidelines.
Division 8 and Division 15 Elevator Modernization Project	Modernize the elevators at Division 8 and Division 15 maintenance buildings. The proposed modernization will also bring both elevators into compliance with ADA code requirements.
Division 4 Expansion and Paving Project	Expansion and paving of MTA Division 4 (currently non-revenue) to accommodate storage and possible future operation of buses. The project would provide for grading and concrete paving of adjacent MTA-owned property, installation of yard lighting, utilities, and construction of perimeter walls.
Division 1 Expansion Project	Expansion of Division 1 to accommodate approximately 80 additional stalls for buses and 120 stalls for employee parking. Expansion activities will include acquisition of adjacent property, vacation of Industrial Street, expansion of fueling facilities, yard paving and striping, installation of perimeter walls, lighting, utilities, and landscaping.
Divisions 7, 9, and 18 HVAC Replacement Project	Replacement of heating, ventilation, and air conditioning units at Divisions 7, 9, and 18. Replacement is required due to the age of the units (over 25 years), inefficient operation, and the necessity for constant maintenance and repairs.

PROJECT NAME	PROJECT DESCRIPTION
Bus Division Maintenance Equipment Replacement Project	Replacement and /or refurbishment of bus maintenance equipment at MTA's bus divisions, such as chassis washers, steamers, and bus washers.
PGL Midway Warehouse - Equipment and Storage	Design and construct a metal storage building with approximately 6,000 square feet of interior space, adjacent to Division 21 and procure the necessary infrastructure equipment inside the existing Gold and Green Line warehouses to support Operations at Division 21.
Division 20 Storage Building	Construct a 6,000 square foot metal storage building for inventory storage that will provide additional security and protection for material that is currently stored in accessible areas of the facility (e.g. truck assemblies, truck frames and pantographs). Other larger items, which are stored at Location 80, require additional MTA resources to provide Operations these parts in a timely manner. The inventory at Location 80 will be relocated and stored in the new storage building at Division 20.
Division 20 Expansion	Replace the old existing Metro Red Line vehicle wash facility with one that will handle the duty cycle required to keep the entire heavy-rail fleet clean to the standards required by our customers. Enclose the new vehicle wash with a permanent structure.
Division 22 Expansion	Install equipment and track work at Division 22 to accommodate expansion of the fleet size from 15 to 28 cars and support rail car purchases and acceptance programs; construction of a track cross-over into West loop from Bumping Post 2; purchase of a portable two ton 'A' jib crane; and purchase and installation of an LRV Tire Press Machine and tire saw machine.
MBL & MGL Custodial Operations Facility	Construct a 6,000 square-foot, masonry block, industrial-type office building near the intersection of East Imperial Highway and South Wilmington Avenue in Willow Brook. This facility will serve approximately 50 staff consisting of custodial and facility maintenance personnel and will include: offices, restrooms; lunch room; locker rooms; general purpose room; custodial closet; and storage rooms for materials and supplies.

PROJECT NAME	PROJECT DESCRIPTION
Division 22 Additional Pallet Racking	Increase storage capability of Division 22 (Green Line) warehouse by installing approximately seventeen sections of pallet racking inside the warehouse.

The projects listed above are potential candidates for delivery under a design/build procurement strategy. MTA Facilities-Operations, Rail Operations, and Engineering departments will conduct final selection of design/build candidates through detailed review of project scopes